

Public roads serving the project site include the Marquette County Triple A Road, which is a county road providing direct access to the mine site. Other roads include CR 510 and CR 550. These roads provide transportation linkage south to potential railhead sites, along with commercial and residential services.

3.12.2 Proposed Mining Activities Affecting Infrastructure

KEMC has evaluated needed improvements to Triple A Road and CR 510. KEMC will be working with the Marquette County Road Commission (MCRC) to implement certain necessary upgrades to Triple A Road and CR 510 to allow for increased year round use. During operations and reclamation KEMC will work with the MCRC to provide year round maintenance such as snow removal. Transportation of employees and supplies to and from the site along with the transportation of ore to a railhead in the vicinity of Marquette are the primary activities that could affect infrastructure.

3.12.3 Potential Impacts to Infrastructure and Mitigation

The project will generate roughly 40 truckloads of ore per day, along with transportation demands from suppliers and up to 110 mine employees commuting to the site. KEMC is evaluating minimization of employee traffic through use of a project bus system that would transport employees to the site at designated times during the day. The current transportation linkages require improvements to support this traffic demand. Potential transportation routes are displayed in Figure 2-6. The preferred route is Triple A Road to CR 510 to CR 550 to a railhead in the vicinity of Marquette. The railhead will be an enclosed facility with a concrete floor that will be used for unloading ore from the haul trucks and loading ore onto railcars. The railhead location is currently being negotiated between KEMC and various land owners.

KEMC proposes to make improvements to portions of the trucking route, including the nine miles of Triple A Road to CR 510 and the three miles of CR 510 to CR 550. The road improvements will generally include providing a more stable road base and widening the Triple A Road from the project site to CR 510. Details of these improvements will be worked out between KEMC and the MCRC.

The goal of these improvements will be to provide an all-weather route from the Eagle Project site to the railhead and improve local roads for travel. It is anticipated that these mitigation measures will provide adequate transportation facilities for the project and will improve the transportation linkages from their existing condition.

Currently the Triple A Road is closed during the winter and portions of the road are used by area snowmobile groups. Improving Triple A Road for year round use will eliminate the snowmobile use of the Triple A Road east of the project site. KEMC is working with local recreation organizations to identify and develop alternative snowmobile routes where needed.

3.13 State and Federal Wilderness, Research and Recreational Areas

The location of wilderness, recreational, natural and research areas as defined in R 425.202(r) - (w) were reviewed with respect to their proximity to the project facilities. KEMC reviewed the location of state wilderness, natural, and wild areas designated pursuant to M.C.L. 324.35101 in